

The stamped price is never changed; this protects the wearers against unreasonable profits and has saved them millions of dollars on their foot wear.

W. L. DOUGLAS

"THE SHOE THAT HOLDS ITS SHAPE"

\$5.00 \$6.00 \$7.00 \$8.00 \$9.00 & \$10.00

FOR MEN FOR WOMEN

You can save money by wearing W.L. Douglas shoes, the best known shoes in the world. Sold by 106 W. L. Douglas own stores and over 9000 shoe dealers. W. L. Douglas name and the retail price stamped on the bottom guarantees the best shoes in style, comfort and service that can be produced for the price.

The stamped price is W. L. Douglas personal guarantee that the shoes are always worth the price paid for them. The prices are the same everywhere they cost no more in San Francisco than they do in New York.

NO UNREASONABLE PROFITS.—It is impossible for shoe dealers who sell W. L. Douglas shoes to charge unreasonable profits, because only a fair retail profit is allowed; the price to the wearer is stamped on the bottom of all shoes before they leave the factory.

W. L. Douglas \$7.00 and \$8.00 shoes are absolutely the best shoe values for the money in this country. They are the leaders everywhere. W. L. Douglas \$9.00 and \$10.00 shoes are made throughout of the finest leather the market affords, with a style endorsed by the leaders of America's fashion centers; they combine quality, style and comfort equal to other makes selling at higher prices.

W. L. Douglas shoes are made by the highest paid, skilled shoemakers, under the direction and supervision of experienced men, all working with an honest determination to make the best shoes for the price that money can buy.

W. L. Douglas Stores in Greater New York:

- | | | |
|---|--|---|
| *85 Nassau Street.
755 Broadway, cor. 8th St.
847 Broadway, near 14th.
*1352 Broadway, cor. 36th St.
1495 Broadway (Times Sq.)
*984 Third Avenue.
*1452 Third Avenue.
*2202 Third Ave., cor. 120th St. | *2779 Third Ave., bet. 146th & 147th Sts.
347 Eighth Avenue.
*250 West 125th Street.
13000 L.A.N.
*706 Broadway, near Thornton St.
*1367 Broadway, cor. Gates Avenue.
*478 Fifth Avenue, cor. 11th Street.
*859 Manhattan Avenue. | JERSEY CITY—18 Newark Avenue.
*HOBOKEN—120 Washington Street.
*UNION HILL—276 Bergenline Ave.
*NEWARK—831 Broad Street.
*PATTERSON—192 Market St., cor. Clark
*TRENTON—29 East State Street. |
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\$248,000 Tax Is Paid

Charles Roebing Estate Is Estimated at 30 to 50 Millions

TRENTON, N. J., Sept. 3.—New Jersey has received under the state inheritance laws \$248,000 on the estate of the late Charles G. Roebing, one of the members of the J. A. Roebing's Sons Company, wire manufacturers, of this city, according to an announcement today. Owing to the fact, however, that the appraisal of the estate has not been completed the figures may be increased or decreased later.

The \$248,000 is a tax on about \$10,000,000 approximated as the taxable portion of the estate under the law. It is the belief of the Tax Department that the complete figures will be about the same as in the estate of the late Ferdinand G. Roebing, brother of Charles, which was estimated at between \$50,000,000 and \$50,000,000.

Roosevelt Park At Oyster Bay Is Expedited

Memorial Association Gives It Precedence Over Two Other Projects; Funds Are Asked For at Once

Eminent Men Approve

Home at Sagamore Hill May Be Included in Project to Honor the Colonel

Steps are to be taken immediately to create a national park at Oyster Bay in memory of Colonel Theodore Roosevelt. The park ultimately may include the Roosevelt home at Sagamore Hill, which is to be preserved as is Washington's at Mount Vernon and Lincoln's at Springfield, Ill.

Decision not to delay the creation of the Oyster Bay memorial until other memorial projects are agreed upon was reached yesterday by the Roosevelt Memorial Association. Chairmen of eight state committees met at the Waldorf-Astoria. They adopted a recommendation by Colonel William Boyce Thompson, the national chairman, that the collection of funds to start the Oyster Bay memorial should begin at once.

It had been the intention to conduct a drive during the week beginning October 20 for a \$5,000,000 fund. Colonel Thompson argued that the date should be deferred and that contributions without any special drive should be collected now. He said that no decision should be made yet as to the exact character of the two other Roosevelt memorials which are projected.

Perkins Approves Speed

Approval of the plan to start work promptly on the Oyster Bay park was voiced by George W. Perkins, chairman of the New York state committee. Charles E. Hughes, and most of the delegates from other states.

Frank J. Hogan, of Washington, however, contended that the drive for the \$5,000,000 fund through public solicitations and advertising should not be abandoned. He declared that three-quarters of a century elapsed before a memorial to George Washington was completed and that the memorial to Lincoln is not finished yet.

The three memorials which the association plans, Colonel Thompson said, are a monument in Washington, a park in Oyster Bay and an incorporated society to promote the development and application of Roosevelt's policies and ideals for the benefit of the American people.

Memorial at Washington

"It has been impossible in the time allowed to develop any concrete plan for the memorial at Washington," said Colonel Thompson. "It has been thought by many that the nature of the memorial should be determined before money is actually raised. The opinion of a great many that this phase of the memorial should be emphasized. It has been impossible in the time which has elapsed to formulate satisfactorily any exact plan to that end."

Colonel Thompson also proposed that the anniversary of the birth of Colonel Roosevelt be celebrated with memorial meetings.

Mr. Hughes approved beginning the Oyster Bay park at once, while he thought that more time should be allowed for working out the other plans. "Nothing in bronze or brass or marble can be so enduring as the tradition of that dynamic personality," said Mr. Hughes. "There is no danger that time will efface that tradition or render the influence less important to the country." Mr. Hughes said the building of Roosevelt memorials was a duty to the future. "We cannot enshrine him; he is enshrined," he said.

Mr. Perkins, who presided, contended that "no amount of money can in itself add to or perpetuate Roosevelt's fame." "The all-important object is to devise a memorial that will interpret his life and ideals," said Mr. Perkins. "Anything that proved to be inadequate or ephemeral would be unjust to him and unfair to the country and would fail to carry the inspiration of his spirit."

Colonel Thompson announced that many public men in all sections of the country were added to the executive committee. Among them are Dr. Benjamin Ide Wheeler, Horace E. Wilkinson, Henry L. Stoddard, M. F. Snyder, Mayor of Los Angeles; Alton B. Parker, Frank A. Munsey, John B. McMaster, of 349 Montgomery Street, Jersey City, were arranged in Long Island police court yesterday on a charge of assault. Both showed marks of battle.

Detective Joseph Carraccioli, of Inspector Ryan's staff, said Bossimer sold him a glass of whiskey and that when he started to carry it away as evidence the bartender and his employee attacked him. The detective blew his whistle, which brought four other policemen to the scene. The defendants were held in \$1,000 bail each for examination to-morrow.

Policeman Is Assaulted
Two Men Held After Fracas in Saloon Case

Owner of 26-Passenger Craft Prepares for Flight From New York to Chicago
BUFFALO, Sept. 3.—The twenty-six passenger Lawson airship arrived here today from Cleveland. The flight was made in exactly three hours. There were nine passengers aboard, six of them newspaper men. Alfred W. Lawson, of Milwaukee, is the owner of the machine. He says it is the first of a projected squadron for trans-country travel.

Lawson announced that on his present trip he is inspecting landing stages for a route from Chicago to New York. Later he intends flying from New York to San Francisco. Lawson leaves to-morrow for Syracuse.

Strikers in B. & O. Shop Replaced by Out-of-Town Men

CUMBERLAND, Md., Sept. 3.—Over 200 workmen were brought here today from Keyser, W. Va., and Baltimore to replace striking Baltimore & Ohio shopmen. About forty officials, formerly skilled machinists, have donned overalls. The strike has interfered somewhat with freight movement.

Union Leaders Try to End Shop Strike but Fail

Will Use Wilson's Plea To-day to Convince N. Y. Central Employees

BUFFALO, Sept. 3.—In an effort to induce the 864 striking shopmen of the New York Central Railroad shops at Depew to return to work, international union officers came to Buffalo today and held a four-hour conference with the strikers. After the meeting it was announced the men would continue on strike.

The international officers were R. E. Aldrich, of Elkhart, Ind., president of the Shopmen's Federation of the New York Central lines; Edward O'Flaherty, of Washington, of the railroad department of the American Federation of Labor; and Thomas Rogers, of Albany, president of the machinists.

The strikers won fifty-five recruits last midnight when the night shift at the Gardenville roundhouse of the New York Central failed to report for work. The union officers expressed the fear that additional shopmen might join the strike and announced that they would center their efforts to-morrow on preventing the further spread of the strike to the 15,000 other workers in and near Buffalo. Individual meetings will be held at the various shops, at which the union leaders will explain President Wilson's stand on the present situation and will point out to the men what happened in the West when the workers went on strike without authorization.

Villa Forces Beaten Near Durango; Lose 100

EL PASO, Tex., Sept. 3.—Official reports from General Manuel Duenas received at Juarez military headquarters late today tell of the severe defeat of the Villa forces at the hands of the Federal forces commanded by General Castro.

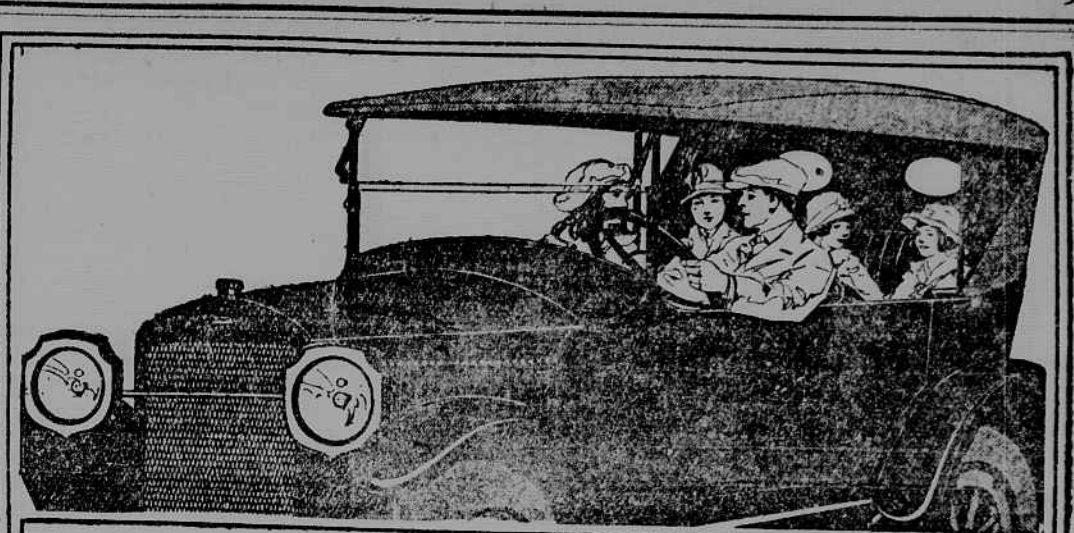
The battle opened Tuesday morning six miles east of Durango City, to which point the Villa forces were moving to attack when they were overtaken by the Federal forces, travelling in an armed troop train on the Mexican Central Railroad. The rebels, according to General Duenas, numbered 700. The battle lasted more than an hour, when the rebels fled, leaving 100 dead, wounded and prisoners on the field. The Federal forces lost four officers and five men killed and seventeen wounded.

Miss Bjurstedt, Former Tennis Champion, Weds

Miss Molla Bjurstedt, former champion woman tennis player of America, was married yesterday to Franklin I. Mallory, a broker of 115 Broadway. The ceremony was performed in the marriage chapel of the Municipal Building. The bride gave her age as twenty-seven. Mr. Mallory said he was forty-two.

U. S. Owed \$26,596,701.618 At End of Last Day of August

WASHINGTON, Sept. 3.—The United States owes \$26,596,701.618 more at the close of Treasury business August 31 than on the last day of July, making the total national debt \$26,596,701.618. Issuance of additional Treasury securities in anticipation of forthcoming payments on taxes and the Victory loan accounted for the large increase.



YOU must have observed the profound influence which the design of the Liberty has exerted upon motor car design, in general.

It must be plain to you, also, that it still remains distinct, individual, and striking—a car which instantly proclaims a charm that is all its own, and beyond imitation.

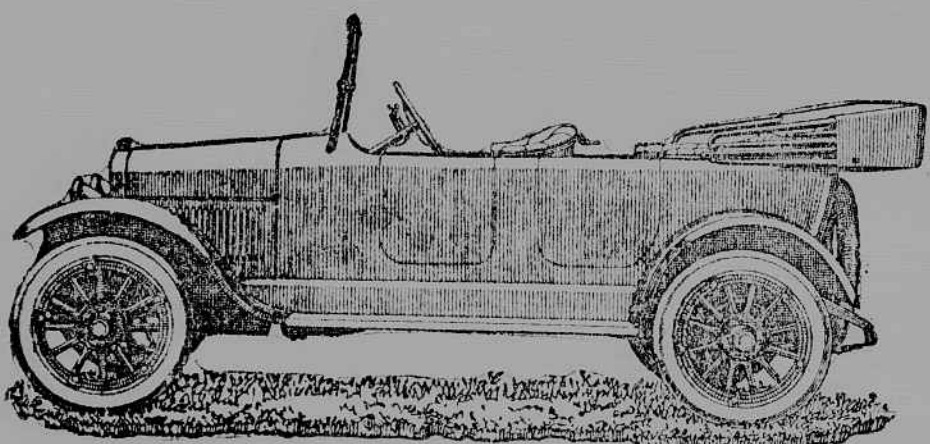
Now, if you will take your place at the wheel of a Liberty, you will be almost instantly conscious of a difference just as pronounced and just as striking, in the wonderful way in which it rides and drives.

E. S. PARTRIDGE & CO., INC.

1826-1828 Broadway at 60th St. Telephone Columbus 7333

LIBERTY SIX

This Post-War Maxwell is a Rare Study in Automobile Development



WHILE the great plants of the Maxwell were busy in war production the engineering laboratories were working night and day on a Post-War Maxwell.

Today this car is in our salesrooms. It expresses in a decisive way the progress of automobile making in this country.

Unquestionably it leads the way among cars selling under \$1200.

There's a new type radiator, larger, more efficient, more handsome; a new Elliott type front axle, which makes steering now a tireless pleasure; a new rear axle, heavier, with an indestructible four pinion differential; an improved electric system; a new idea in an instrument board; a larger and more convenient gear shifting lever; full crown fenders with wire edge reinforcing, (the front fender aprons are crowned to eliminate all vibration and rattle); a new way of anchoring the running gear; a larger gas tank, and hung in the rear; a new tire carrier; a new emergency brake, located at the transmission, and not on the rear wheels; a heavier service brake, and equipped with equalizer to prevent any tendency to skid. Also equipped with Hot Spot and Ram's-horn.

These are but a few; and yet it is the same fundamental chassis on which 300,000 Maxwells have been built.

To miss seeing this Post-War Maxwell is to miss the motor car treat of the year.



More miles per gallon
More miles on tires

Maxwell Motor Sales Corporation

New York Branch, 1808 Broadway

Corner 59th St., New York City

Phone Circle 5550

OPEN EVENINGS

Bronx Branch, 175th Street and Grand Concourse

Come Take a Ride

A Five Passenger Closed Model of the Car Men Are Praising

In the Essex Sedan

Now comes the Essex Sedan to express our conception of closed car luxury.

The advantages of comfort and simplicity of the touring model are retained.

The identical chassis with all its performance qualities is used. The body has the same bewitching square lines as the touring model.

By its performance and appeal through its quality the Sedan is winning the same real praise from motorists as distinguishes the Essex you know.

As Well Done and as Good a Performer

Close to a thousand Essex Sedans are already in service.

Their owners are advertising it, just as the touring model was made the most talked of car of the season.

The Essex has made its record on every highway. Its owners know the thrill that comes with the ability to dominate every acceleration and driving situation.

Moderate in first cost and upkeep, safety and comfort in driving, and a way all its own in retaining its performance qualities and rigidity, even after the hardest service, account for the opinions you most frequently hear for the Essex.

The Sedan offers the same advantages in moderate cost of purchase and operation. It

is a small de luxe car that is easy to drive, comfortable to ride in and capable of meeting any operation requirement. And yet it neither appears, rides nor operates like a small car. It has the big, costly car feeling of power and solidarity that gives it the combined advantages of both types.

For All Seasons For City or Touring

You have heard what people say about the Essex. Now note their remarks about the Sedan.

There is nothing cheap or small in its appearance. It is as dainty as a jewel box.

Exclusive and compact in outward design though it is, owners are pleasantly surprised with the roomy space inside those wide opening doors. The luxury of it finds truth in their comparisons with car qualities in the high priced field.

Reputation of the Essex touring model brings confidence with first interest in this closed model. It gratifies every taste and wins affection by performance and endurance.

It is as well received as the 10,000 Essex touring models now in service.

We would like you to take a ride in the Essex Sedan. Then if you decide for it, you should allow some time for delivery. The demand greatly exceeds production.

HUDSON MOTOR CAR COMPANY of NEW YORK, Inc.

Broadway at 61st Street, Circle Building

BROOKLYN, N. Y. 1422 Bedford Ave.	NEW ROCHELLE, N. Y. 291 Main Street WHITE PLAINS 186-188 Martine Ave.	BRONX, N. Y. 2460 Grand Concourse PLAINFIELD, N. J. 190-192 East Front Street	NEWARK, N. J. 866 Broad St.
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